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THE MARINE RECORD.

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AROUND THE LAKES.

CLEVELAND.

The tug Record recently purchased by the Inman Tug Line, now lies at Black River, Mich.

But few vessels remain to be stripped at this port and all are being put away in good shape after a prosperous season's business.

The propellers Onoko, Business and tug Samson were among the last arrivals at this port. The Onoko brought down 2.130 tons of ore from Escanaba.

The steamer Alaska was libeled last Thursday by the owners of the disabled steamer Oregon for $15,000. The damage to the Oregon amounts to about $5,000.

The propeller James Pickands, which cleared at Buffalo for Chicago could not get through the ice at Bar Point and put in here on the 4th. She will winter here.

Through carelessness on our part last week the date at the head of the first page was not changed. Subscribers will please read December 3, instead of November 25.

Captain Goodwin has shipped his boat's wagon to Buffalo, to have it converted into a launching wagon. The boat can then be launched or pulled out with the crew in it by the horses.

The remains of Robert Jeffreys, second mate of the Lncerne, arrived here and were buried Thanksgiving day, at Lake View Cemetry. Chaplain Jones of the Bethel conducted the services.

Captain James Corrigan's fleet will go into winter quarters, the propeller Raleigh and schooners Niagara and Polynesia at Cleveland, the propeller Australasia at Chicago and schooner James Couch at Milwaukee.

The keel for Captain Thomas Wilson's new steamer will be laid at once at Quayle's Sons shipyard. The new steamship will be 28, feet over all, 270 feet keel, 40 feet beam and 22 feet depth of hold. Captain Wilson is one of the most fortunate men with vessel property on the lakes and has now the finest fleet.

The annual meeting of the Floating Bethel will be held to-day at which the annual report of Chaplain Jones will be submitted. The report will show that the new chapel building has been paid for, that the chaplain has held four hundred services and that he has collected $8,000 during the year.

Captain George McKay returned from Escanaba yesterday. He reports everything in good shape for the winter, with the following vessels in quarters. Steamers Vienna, O. Townsend and Superior; schooners Negaunee, Sumatra, Ed. Kelley, Reed Case, S. L. Watson, David Stewart, Annie Peterson, Leonard Hanna, I. N. Foster, Queen City, Montana, Merrick, Nelson Bloom and Plymouth.

At Cleveland drydock the steamer Progress had buts calked, bottom fixed and some plank in her bottom. Her place was taken by the Forest City to have a leak stopped. The Standard Oil Company's scow which lies sunk at their works up the river, will be towed to drydock and pumped out, as they can not work on her as she lies. The tug Samson will probably go in dock with her.

A wedding is always a happy event in the life of young people, and is always remembered for "better or worse." We trust the union to take place this evening between William W. Prince, son of Engineer E. W. Prince, and Nellie B. Wolfe, will be an occasion to be looked back to by both of the contracting parties. The ceremony will be performed at the residence of E. W. Prince, 86 Stone street. The happy couple have our best wishes for a happy journey through life.

Now that the season is over and vessels and mariners have gone into winter quarters, we take the liberty of again asking our subscribers and correspondents to send us a list of vessels laid up in their respective ports, together with the names of the last masters as far as they are obtainable.

Cleveland society was much shocked last week by the sudden death on Wednesday of Mrs. Nelly B. Grover, the wife of Chris E. Grover, ship chandler, and daughter of Alva Bradley, the eminent lake vessel owner, who died a short time ago. Mrs. Grover's funeral took place from the house, No. 1432 Euclid Avenue, on Saturday, and was attended by a large number of people who respected her for her own excellences as well as for the family she belonged to. Mrs. Grover was an admirable lady, and it is by no means her own family circle only that will miss her from the sphere she adorned so well for years.

BUFFALO.

Special to the Marine Record.

We have winter upon us, and it came in a hurry, with all the symptoms of keen weather. During the week the temperature ranged very low and ice formed rapidly. The thermometer touched from 6 to 10 above several times, but to-day is more mild, though not above freezing.

A number of boats have arrived since my last letter, and their reports, and appnearance on arrival give strong proofs of the severity of the weather experienced on the trip down. The Wallula and consort San Diego came in first, then the Newburg, towing the disabled propeller Oregon, which collided with the steamer Alaska, near the mouth of the Detroit river. Both showed that they had encountered plenty of ice in Lake Erie.

Captain Todd speaks of the steamer Susquehanna in the highest terms and says she will go when she is called on.

Captain Thomas Wilson was in the city to day looking after his boats that are here laying up. John Pridgeon Jr., is also here, looking after his boat. James Millen was in the city yesterday, looking after his fleet, a part of which is here and will winter with us.

Now that navigation is closed and a fair business has been done on the lakes, we can not pass by that waterway to the seaboard. Mr. Charles G. Irish, the collector of canal statistics, finished his report of the shipments by canal to-day. There were 7,414 clearances from May to December. The principal shipments were: Wheat, 31,861,701 bushels; corn, 12,545,408 bushels; lumber, in board and scantling, 64,591,275 feet; flaxseed, 91,851,705 pounds; coal, 39,352,687 pounds; pig iron, 11,520,480 pounds. By the above we are able to estimate the value of the canal as a regulator.

The tug A. M. Pierce caught fire Wednesday morning and her decks and upper works were totally destroyed. Her engine is ruined. She is owned by Hingston & Wood, dredging contractors, and was insured for $2,000.

The ten ice-bound propellers that left Detroit Tuesday morning for Buffalo have all arrived here safely. The last of them, the Tioga, Jewett and Rochester, got through the ice at Pelee point at 8:30 o'clock Tuesday night. The first to come was the Susquehanna, at 11., making the 200 mile run from the point in ten minutes less than fifteen hours. The next was the Albany, nearly an hour later. The Susquehanna's officers say the Albany was four or five miles ahead of them on getting into clear water. They claim to have beat the Albany fully one mile per hour. The others arrived in this order: Idaho, Commodore, Oceanica, R. A. Packer, Tacoma, Tioga, Jewett, Rochester. The Tioga came down ahead of the Jewett and

The Buffalo Commercial Advertiser of December 6 says Captain Murphy failed to produce the check of the Lake Transit line of Chicago, which he claimed to be the representative of, for the purchaser of the F. E. Spinner and Marshal Donohue resold the propeller December 3d, at 11 a. m. Mr. Murphy appears to be playing fast and loose with everything and everybody at this port.

the Rochester astern. The Jewett was towed in at 10:45, after an eventful round trip. All of these boats were more or less iced up, but their trip down from Pelee point was remarkably fair for this late season. The Philadelphia was stopped at Erie. The only boats now due are the Portage, Buffalo, D. M. Wilson, Gordon Campbell and W. L. Wetmore. It is understood, however, that the Campbell will remain at Detroit, the Wilson at Port Huron and the Wetmore at Malden.

The Buffalo Courier of November 25, says Howard H. Baker & Company, the well known ship chandlers, furnished the schooner J. M. Hutchinson with an anchor weighing 3,200 pounds, five tons of 1¾ inch chain and one 8½ inch hawser weighing 2,000 pounds. They also supplied the steamer Kershaw with an 8 inch hawser and one to the barge Coyne of the same size.

The Susquehanna had nearly eight feet of water in her fore peak on arrival. The gate leading astern would not work and damage was consequently done to some flaxseed in her forward hold. She has already made a reputation for speed. WM.

OWEN SOUND.

The Canadian schooner Sylvester Neelon reported lost, with all hands, ran into Tobermory harbor where she was frozen in. She has been stripped and will spend the winter there. Her crew arrived at this port on Tuesday. The cargo of corn is in good shape and will be delivered at Collingwood in the spring.

SANDUSKY.

The propeller Nebraska, with a cargo of of copper and ore, valued at $250,000, and which ran into this harbor for shelter during a gale last week, is frozen fast at the I., B. & W. dock, and will have to remain here all winter. Her cargo will be sent to its destination by rail.

CHICAGO.

Special to the Marine Record.

The schooner Golden Fleece, Captain Jesse Hurlbut, arrived here Thursday afternoon at 5 o'clock with coal from Buffalo. She left the latter port soon after midnight on the morning of the 17th. When on Lake Erie, early on the morning of the 18th, she encountered a very heavy gale for about four hours, during which time she lost her center board, her decks were swept of everything movable, her deck houses carried away, and her cargo was shifted. She also lost her staysail, jib, and flying jib. She came to an anchor close under Rondeau Point, Lake Erie, about 6 o'clock on the evening of the 18th, the sea washing over both rails until Saturday, the 20th, about noon, when the tug Andrew Porter took her in tow along to Detroit. After leaving Detroit, and when about twelve miles above, she lost her mizzen mast head in a fresh gale about midnight, and went back to Presque Isle and left there about noon Sunday. About 5 o'clock Thursday evening she was off Cheboygan and at 9 o'clock that morning lost her jib, and arrived here at 5 p. m. that evening. Although Captain Hurlbut experienced such bad weather he was but twenty-two days making this, his last trip this season.

The schooner Golden Fleece will go into one of Miller Bros.' drydocks at once, and receive a new center board and a thorough recalking all over, also a new mizzen mast.

Captain Wm. Johnson's fleet, the Olga, Vega, Alice, Clara, and W. O. Goodman, have had a very successful season, but the Menominee freights were so low that their owner has found but little money in it.

The W. O. Goodman has been at South Chicago unloading her last cargo and will come to Chicago to lay up with the remainder of Captain Wm. Johnson's fleet.

The steambarge C. H. Green, Captain M. Madden, has been in one of Miller Bros.' docks for repairs to her stern bearing, etc., and will lay up here with her consorts, Rosa Sonsmith and Mattie C. Bell.

The steambarges Argonaut and Inter Ocean, owned by Ira Owen, of this port, have laid up in Detroit, where they are to receive new boilers, have their engines compounded, new cabins fore and aft, and strengthened with steel arches.

The steambarge Rhoda Emily will lay up here.

Captain Kendrick, of the J. C. Butts, and Captain Cowie, of the D. K. Clint, were in Chicago Saturday, on their way home to Cleveland from Milwaukee, where they have laid up their vessels.

The steambarge Grand Traverse, Captain Thomas Honner, arrived Tuesday morning with pig iron, from Elk Rapids. She will lay up at this port.

The steambarge Albert Soper, Captain James Hogan, has made forty-eight trips the past season, and carried, on an average, 396,000 feet of lumber per trip.

The steambarge C. H. Starke, Captain Dan Sullivan, which arrived at Milwaukee from this port on Sunday last to lay up, made eighty-two trips the past season, and carried on an average 376,000 feet of lumber per trip.

At the Chicago Drydock Company's yards the steambarge Michael Groh was in for bottom calking, a new pilot house forward, and her mast taken out and placed further back; the tug Viva was in for calking; schooner C. H. Amsden was in to have a leak stopped; schooner Chester B. Jones for some new keel and calking; the propeller Escanaba for calking; the steamship Henry Chisholm is in for calking. The hub of her wheel bursted after she was in dock, from the frost, and a message has been sent to Trout, at Buffalo, to supply her with a new one; the steamer City of Duluth had her smoke stack taken out and replaced by a new one; the schooner Helen Williams had her foremast taken out and replaced by a new one; the schooner Lizzie A. Law had her center board box calked.

At Miller Bros.' drydocks the steamer Lora was in and had her bottom calked; the tug D. L. Babcock to have a leak stopped; the barge Wayne for calking; the propeller Monteagle for a new fore foot and some calking; the schooner Mary Collins for some new stanchions, rail, covering board and plank; schooner C. C. Barnes for calking and repairs, steambarge C. H. Green for some calking and repairs to sternbearing; tug Success for a new wheel; the tugs Van Schaick and Robbie Dunham to have their stern bearings fixed; the schooner John M. Hutchinson will have her old foremast taken out and replaced by a new one prior to her laying up.

The schooner L. A. Law was in commission 217 days during the season. She was in port seventy-two days, at anchor three days, leaving 143 days to make ten trips, averaging 14⅓ days to each trip outside. She carried 27,000 tons during the season, sailing and towing 16,680 miles. It is considered good work on the ocean for a 1,000 ton vessel to make a trip to the East Indies with a load and return with another in eight months; the above season's work of the L. A. Law shows how much superior our facilities for handling vessel cargoes are to those they possess on the seaboard.

The schooners Tempest and Cuyahoga arrived Tuesday at midnight, in tow of the tug Parker. The propellers Grand Traverse, Australasia, Joys and Philetus Sawyer arrived during Tuesday, and Boston and Montana on Wednesday.

The steambarge Hattie B. Perene left for South Haven Tuesday evening with the schooners Packard, Smith and Wilson in tow. The steambarge Susie Chipman left for Milwaukee to lay up.

Early this morning, while the schooner Ahira Cobb, Captain Moffatt, was coming here from Milwaukee, she sighted a vessel off Evanston flying a signal of distress. The tug Morford was sent out to look for the vessel. WILLIAMS.

MARITIME LAW.

CARRIER—DISCHARGE OF CARGO—CUSTOM OF DISCHARGING AT CARRIER'S OWN WHARF—DISCHARGE ELSEWHERE—DESTRUCTION OF GOODS BY FIRE—LIABILITY OF CARRIER.

U. S. District Court, Southern District of New York.

1. The customary discharge of goods by a carrier at its own wharf imparts no strict contract obligation to discharge at its own wharf and not elsewher.

2. Libelants goods were lost by the breaking out of a fire on the Inman pier where they had been discharged from the steamship Egypt, of the National Line (see the Egypt, Maritime Register, October, 21 1885.) The Egypt had discharged at the Inman pier because the National line pier was occupied on her arrival. Libelants claimed that the loss occurred by a violation on the part of the National steamship company of a custom of discharging goods at their own pier, No. 39. The bills of lading provided simply for a discharge at the port of New York. Though it was the habit of the National company to discharge at their own dock, no invariable custom of doing so was proved. Held, that the mere practice on the part of defendants of discharging at their own wharf did not of itself raise any obligation, as a strict legal custom, to discharge at that wharf and not elsewhere, when cause was shown for going to some other pier. Defendant not being in fault, therefore, on the ground of violation, held, following the Egypt, (*supra*) that it was not liable for this loss.

Brown, J.

The libelants, composing the firm of Arnold, Constable & Company filed this libel *in personam* to recover the sum of $15,000 for the loss of 36 cases of goods which had been consigned to them from England, and were brought in the steamer Egypt, landed upon the Inman Company's pier, No. 36 North River, and there destroyed by fire on the 31st of January, 1883. The main features of the case, including the terms of the bills of lading, bonds, permits, etc., are the same that existed in the cases of Acker and others vs. the Egypt in which the several bills were dismissed. 25 Fed. Rep. 320. That decision is followed here, so far as relates to the points there considered.

By the amended libel in this case it is further charged that for many years prior to 1883, the libelants had been in the habit of shipping goods by the respondents line, and invariably received them at the dock owned by the respondents and not otherwise; and it had become an established custom and usage of the port, between the libelants and the respondents that all the libelants' goods should be landed at the dock known as the National dock, which was at this time pier No. 39; that the libelants had no knowledge or notice of the landing at the dock known of the landing or intended landing, of their goods at any other dock; that the change to pier 36 was made without necessity, and in violation of the said custom, and that it was by means of such violation that the goods were destroyed.

Had the bills of lading provided in express terms that delivery should be made at pier 39 no doubt an unloading of the ship at pier 36 without notice would have been such a departure from the contract as to deprive the carrier of the benefit of his stipulation for the privilege of discharging without notice and at the consignee's risk. The custom alleged in the amended libel in order to have a similar legal effect must be so clearly proved, and also so certain in its character, as to have the legal effect of one of the express terms of the contract. In my judgment the proof is entirely insufficient in either respect. I do not find more that six shipments by this line to the libelants during the five years previous, namely, one in 1878, one in 1879, none in 1880 or 1881, three in 1882, one in 1883, although this line was running from four to eight steamships per month. No special contract or arrangement was proved between the defendant's line and the libelants, and nothing to distinguish their relations to the defendants from their relations to any other occasional consignees. Defendants owned a dock, at which it was their habit to discharge their goods, because it was their own dock, and because it was more convenient for them to discharge there than to hire other accommodations. In agreeing with the Inman Company for freight on the Egypt for this voyage, the defendant had contracted for the right to discharge her at their own dock, or at the Inman pier, as they might elect. Shortly before her arrival they arranged for her to go to the Inman pier because other steamers previously due would so occupy their own dock that the Egypt could not be accommodated there upon arrival nor without such delays as would be injurious both to consignees and to the defendant's line. During the five years preceding the arrival of the Egypt out of 192 voyages from Liverpool made by steamers of the defendant's line, in eight instances only had the vessels been sent to docks other than those leased or controlled by the defendants

While these facts show undoubtedly the habit of the defendants to discharge at their own dock this practice was in no way legally incompatible with a legal discharge at any other fit and appropriate wharf whenever there was reasonable occasion for so doing. The instances of discharge elsewhere, though few, show that there was no such invariable custom. The practice of discharging at their own wharf, when there was room, does not show, or tend to show, any usage to keep vessels, and consignees good waiting in the stream, when their wharf was full, until a place should be vacant, rather than send the vessels at once to some other proper place of discharge. Nor does a mere practice of discharging at one's own wharf, of itself raise any obligation, as a strict legal custom, to discharge at that wharf and not elsewhere, equivalent to an express provision of the contract. If it did, consignees might refuse to accept goods at any other place, whatever the causes for a change, such as fire, destruction and repairs, of all which the ship would take the risk. Such a construction would be manifestly unreasonable and opposed to the interests and presumed intention of both carrier and consignee.

The bill of lading in this case stipulated only for a delivery at the port of New York. Under this provision the defendants had a right to deliver the goods in any part of the port in which by the usage of trade such goods were accustomed to be delivered. Devato v. Plumbago, 20 Fed. Rep. 511, 516. Pier 36, where these goods were actually landed, was within a few hundred feet of pier 39; it was equally convenient to the libelants in every respect, and as appears by the evidence, it was as good and as safe from fire as pier 39; and it was a pier at which the libelant had been in the habit of receiving goods from the Inman company much more frequently even than from the defendant's line at pier 39.

Doubtless when one of the clauses of the bill of lading requires the consignee to be in readiness to receive as soon as the ship is ready to deliver, there is reason for relying upon a discharge at the particular place accustomed; and if it had appeared that there was not in this case the usual notice of the place of unloading, and that the libelants had been actually ready to receive the goods at the usual place of landing before the fire, and that the libelants failure to receive and remove the goods arose in consequence of the change in the place of landing and the lack of the usual notice, a very different place would have been presented.

The facts here are all quite the contrary. Not only was the usual notice of the place of discharge bulletined in the usual manner at the custom house immediately upon the entry of the vessel, but the libelants were nor at any time before the fire in readiness to receive the goods at either pier because they had not time on the 31st of January to make the necessary preliminary entry in the custom house. There is nothing shown in regard to the circumstances of the fire that especially connects it with the discharge at pier 36. The cause of the fire is unknown. The question presented is whether the customary discharge of goods by a carrier at its own wharf, so long as no good reason for a discharge elsewhere exists, though not without occasional discharges elsewhere for cause, imports any strict contract obligation to discharge at its own wharf and not elsewhere though good reasons for a discharge elsewhere do arise for the reasonable convenience of all parties, so that the contract must be held violated by a discharge made at another place near by, equally fit and appropriate.

In my judgment there is no such obligation; and the facts do not show any violation by the ship of the express or implied contract of the bill of lading.

The libel should therefore be dismissed with costs.

November 24, 1886.

WINTER TOURS VIA BEE LINE.

The Bee Line has now on sale to all of the principal winter resorts of the south, Texas, California and Mexico, round-trip tourist tickets at greatly reduced rates from those in effect last season. Tours to suit your pleasure can be arranged for through any ticket agent of the C. C. C. & I. Ry., I. & S. L. Ry., or D. & U. R. R. Tickets are good returning until June 1st, 1887, and permit of many privileges not usually allowed on through tickets. On certain dates each month, during the winter season, special excursion tickets to San Francisco and Los Angeles, Cal., will be sold at but a slight advance over one fare for the round trip, good returning at pleasure within six months from date of sale, with the additional privilege of longer extension in return limit, if desired. Choice of routes also allowed. Bee Line agents will take pleasure in giving full information upon application.

THE LOSS OF THE LUCERNE.

One of the most pathetic incidents of the recent lake storms was the wreck of the schooner Lucerne, owned by Captain James Corrigan, of Cleveland, and the loss of her crew, nine all told. She left Ashtabula on the 25th of October, with coal for Washburn. In tow of the steamer Raleigh she arrived at Ashland on the 12th of November and left again upon the 15th, with 1256 tons of iron ore on board. Her summer load used to be 1380 tons, and this fact disposes of the assertion that she met her fate through being overloaded. The weather was beautiful when she left Ashland, with the intention of going as far as the Sault, where she expected to meet the steamer Raleigh. The barometer was high and steady and the weather all that could be desired. Captain George Lloyd, who was in command, expected to make a fair voyage. He trusted in his men and also in his ship. Like all thorough mariners he preferred going for the Sault under canvas. The Lucerne had just been fitted out with new sails and fittings, and Captain Lloyd naturally felt proud of her as one of the stanchest vessels on the lakes. No wonder he took pride in her and preferred to sail her out of Ashland, and that he declared he would rather go out with her under canvas than in the tow of any steamer. The first thing he encountered was a nor'-east headwind, which drove him back, "That," said Captain Mack, as he spoke with considerable feeling, "was the last thing I know definitely concerning the fate of the unfortunate Lucerne." The Fred Kelley, Captain Bassett, made the vessel off Ontonagon about 4 o'clock on Tuesday, the 16th, when she was discovered carrying all sail set excepting the fore gaff topsail, while all else was hanging loose. Captain Lloyd's last words were believed to be:

"Boys, none of us know what's coming. We've got a good ship under us, and let us prepare for the worst, anyhow."

The mate of the Fred Kelley says that about dark on the same evening he saw the Lucerne put about-ship and head up toward the lake, well inside. That was about the last seen of the Lucerne. After this a part of the schooner's cabin was discovered drifting along the beach, close by the lighthouse at Chequamagon by the lighthouse watcher. On Thursday, fearing that something was amiss with the vessel, Captain Mack sent a telegram to Mr. John Corrigan, at Duluth, asking him to send out the tug Williams to search for the derelict schooner. Unable to get the services of that tug at once, Mr. Corrigan telegraphed to Bayfield for a tug to go out in search of the Lucerne, and after a short delay the Cyclone was sent out upon the errand. It had a hard time with wind, sea, and snow before it found the Lucerne lying stern on to the beach. About the same time as the arrival of the Cyclone the Barker tug also came to the rescue from Bayfield. Both, however, arrived too late to save life. Three men were found frozen to the rigging dead, and Robert Jeffreys washed ashore afterward. The ship was literally a ship of death. She was found one mile from the lighthouse, and the fact that she was lying stern on, with her stem in seventeen feet of water, heading to the southeast, showed that she had not foundered because she had cast anchor close to land, and swung around in one of the most severe snow storms that ever descended upon the northwest lakes. She simply pounded to pieces there on the beach, and the terrific weather rendered the crew perfectly helpless. The continuous washing of the icy seas effectually prevented the men from getting ashore. The sailors who took to the rigging probably tried to escape the seas, but they only succeeded in running into the jaws of death in another shape than drowning. They were frozen to death. No man could have lived in the rigging on such an arctic night as the one which settled the fate of the Lucerne.

The dead men were taken on board the Barker and carried ashore. When the managing owner of the Lucerne, Captain James Corrigan, was communicated with concerning the disposition of the bodies, he at once, on behalf of himself and partners, telegraphed instructions that each man should be decently interred at the company's expense. These instructions were obeyed as thoroughly as the circumstances would permit. The burial ceremonies may not have been very imposing, but so far as the richness of the heart-felt sorrow of sea-faring comrades of the dead was concerned they were just as good as processions of equipages and cathedral mortuary services.

A yawl boat belonging to the Lucerne was found on the beach, lying close in to her stern. Had the schooner been run ashore she might have been saved, but when she let her anchors go in the storm, close inshore, so that her stern wheeled around to the shore, her case was hopeless. Death to the crew was inevitable, except for a miracle, and the miracle did not come. It is probable that in the blinding snow storm Captain Lloyd did not know that he was so close to land or he would have taken the chance of driving her right on shore instead of letting her drag anchors in such a hurricane.

An official notification from Lighthouse Inspector Dyer says: "Owing to a serious break in the elevated walk leading to the pier light, entrance to Huron harbor, Ohio, mariners are informed that its exhibition cannot be relied on during the prevalence of northerly gales, pending the necessary repairs."

RIVER NAVIGATION.

St. Louis, Mo., Dec. 1.

Special Correspondence to the Marine Record.

I am once again on the bank, having put in a very prosperous season, second engineer on a good steamer, first-class pay, and besides I fell in love with the captain's daughter, and will marry her, unless she changes her mind, on April 21st, 1887.

The Upper Mississippi has just seen one of the lowest water seasons ever known in the history of navigation, and it has greatly affected the business of steamboats as a means of transportation of freight. Ten years has witnessed a complete metamorphosis in steamboating in the Upper Mississippi river. The early days of steamboating above St. Louis dates back about a half century, when St. Paul was a town only in the brain of some speculator, and Fort Snelling, at the junction of the Minnesota and Mississippi rivers was the landing place for freight. True, the earlier days of steamboating in the Upper Mississippi were not very remunerative, as the country was new, and the only freight of any account to be carried was government supplies. Emmigration flowed in and boats soon found plenty of business, resulting in the establishing of the famous Minnesota Packet Co., which run its boats from Galena (on Fever river), to St. Paul, Galena being the largest town above St Louis. Then came the St. Louis and St. Paul boats which afterward became the Northern line. During this time there were the Rock Island and Dubuque packets, St. Louis and Keokuk packets, Keokuk and Rock Island packets, beside other and less important short trade boats. The following were all large, fine steamers, most of them side wheelers, that comprised the earlier steamboat lines: The Galena, Itasca, Minnesota Belle, Denmark, W. L. Ewing, Menominee, Frank Steele, Amaranth, Key City, War Eagle, Grey Eagle, Lady Franklin, Pembana, Ocean Spray, West Newton, Henry Clay, Alhambra, Burlington, Hamburg, Minnesota, and other boats of that type.

About the time that the development of the country made steamboating profitable, the river was tapped by the Illinois Central railroad, running from Galena out. Then came the Milwaukee and St. Paul, and a few years later on a road was built from St. Louis, that is, by its various connections to St. Paul, which, however, did not run along the river, passing instead, some miles back. Next came a road on the western bank of the river, built, it is true, by different companies, and, therefore, disconnected, yet forming a universal outlet for the shipments of nearly every river town on the western bank. This side subsequently became connected by the uniting of the several railroads until there is only a distance of about twenty-five miles on the northern shore that is not touched by a railroad, and this season witnessed the last portion of the eastern shore covered by a railroad. So that the Mississippi river has a complete line of railroad on each side of it.

However, steamboating is not entirely dead, for, aside from the seventy-five or more raft towing boats, there are two regular lines from St. Louis to St. Paul, leaving each port tri-weekly, a daily trade from Keokuk to St. Louis, daily line from St. Louis to Grafton, semi-weekly line from St. Louis to Clarksville, daily boat from Quincy to Canton, daily packet from Rock Island to Clinton, daily packet from Lansing to LaCrosse, also daily packet from Brownsville to LaCrosse, tri-weekly packet from LaCrosse to Alma, daily packet from LaCrosse to Winona, daily packet from Alma to Wabasha, beside the packets that run from St. Paul to Stillwater and Taylor's Falls, on the St. Croix river.

The St. Louis boats have all done a paying business this season, though there is nothing running now, navigation having closed. I shall remain here for several weeks.

THE SECOND ENGINEER.

A FERRYBOAT TO CRUSH THE ICE IN MACKINAC STRAITS.

The Michigan Central Railroad, it is asserted, will build a gigantic ferryboat, to cross the Straits of Mackinac at all seasons. It will carry 30 cars. The new ferryboat will be of peculiar construction, designed especially to overcome the obstacles that have been encounted in the Straits of Mackinac in midwinter. At times the ice is piled very high, and it has been found that the ferryboat would run one-third of her length into and on top of a deep floe, and that her engines were unable to pull her off or send her further through. In such cases it became necessary to blast the ice from under the boat, in order to free her, which often required days to accomplish.

A novel expedient was suggested as a remedy. When a floe was met which was impassable by ordinary means, a stake or anchor was set firmly into the ice some distance ahead. The ferryboat was then turned stern on, to the floe, and a hawser got out, carried over the floe and hitched to the

anchor. These floes are composed of great chunks and cakes of ice, stuck, but not frozen, together. When the ferryboat was in position her engines were started and the boat moved away a few inches, but as the hawser tightened came to a standstill. The engines still worked and the screws revolved, hurling circling currents of water back against the floe. These currents loosened the cake and pushed them away from the bow of the boat, leaving a comparatively clear passage in front. The ferryboat then went ahead, the slack of the hawser was taken in, and another push made.

The new ferryboat is to put this idea into operation after a new and original fashion. The boat will be a large double ender, with a screw at each end, the stern wheel to have one-third greater power than the bow wheel. When running through comparatively clear water or smooth ice the bow wheel will pull and the stern wheel will push. Its crushing power will be immense, and its projectors say it will walk through ice two or two and a half feet thick with perfect ease. When it meets the great floes, common in the straits, it is expected that the front screw will push her back and the rear screw ahead. The greater strength of the rear screw will push the boat up against the floe, while the powerful currents circling ahead from the front screw will wash a passage in the floe and allow the ferryboat to run through. Such is the theory on which the boat is to be built. It is estimated that under the most adverse circumstanoes the boat will be able to make the passage in one day, where a trip of nine days has been not uncommon in bad times heretofore.—*N. Y. Times.*

THE WRECK OF THE ARIADNE.

One of the severest storms of wind and snow that has ever visited this section swept over Lake Ontario on December 1. The wind, which had all day blown from the southward, changed round to the west in the evening, and by nightfall was blowing at the rate of sixty miles an hour. Seven vessels loaded with barley were known to be off Oswego and much anxiety was felt for their welfare. Rockets were sent up by the life saving crew from the piers, and huge bonfires, fed by willing hands, were kept constantly blazing on the bluffs along the lake front to guide the storm tossed vessels into port. About 8 o'clock a large, black vessel was discovered through the snow drifting past the mouth of the harbor. Her mainmast was gone, and her crew were burning signals of distress from her decks. The seas were very heavy and the snow was carried along in blinding sheets, which at times shut out the lights from the vessel which was drifting hopelessly to destruction. A tug tried to reach her, but was nearly swamped in the endeavor to put back into the harbor. After considerable difficulty the crew succeeded in clearing away the disabled rigging, and got a portion of her mainsail set and headed her for the foot of the lake. About 3 o'clock December 3, the vessel struck on a reef about twenty miles from Oswego, and the crew lashed themselves to the forward rigging, where they were discovered at daylight by farmers on the shore. The surf was very heavy and there were no suitable boats in the vicinity to go to the rescue of the half frozen men. The nearest life saving station was nine miles distant and word was sent there for a lifeboat. The roads in the vicinity were blockaded with snow and it was nearly noon before the lifeboat arrived, drawn by a horse. The vessel in the meantime was fast going to pieces and a portion of her stern, which drifted ashore, gave her name as the Ariadne, from New Castle, Ont., bound for Oswego, with barley. It was impossible to launch the lifeboat on account of the surf and a mortar was sent for. It was after 3 o'clock when it arrived, and the only portion of the schooner then out of water was her bows, upon which could be seen clinging three men. The body of one of the men, which proved to be that of the captain, Hugh McKay, aged twenty-nine, of Toronto, Ont., dropped from the forward rigging into the lake and disappeared. When the life line was shot over the schooner from the shore the men were too exhausted to make it fast for some time. At last one poor fellow, who was seen clinging to the mainmast, let go his hold, and grabbed the life line. He took turn round the spar and life savers were quickly aboard the ill-fated vessel. The poor fellow who had roused himself sufficiently to make the line fast was washed overboard by a huge wave, but grasped a piece of of the wreckage and was tossed insensible upon the shore. His two companions were found lashed in the forerigging, unconscious and badly frozen, and were sent ashore in the life buoy. The sailors were found lashed to the capstan, frozen dead, and one body was seen in the forecastle. The life saving crew found it impossible to rescue the bodies, and with the two unconscious sailors left the wreck. The rescued men were taken to a farm house and a physician sent for, but it is feared that they cannot recover. There was nothing on their clothing by which they could be identified. One of the dead sailors frozen to the capstan is thought to be Sutherland McKay, father of the young captain. He is about sixty years old, and has a wife in Toronto.

DeGrauw, Aymar & Company, of South street, New York, shipped large quantities of cordage, etc., to the South during the month of November.

Superintendent Dobbins has decided to keep the life stations on Lakes Ontario and Erie open to December 15, unless navigation should be closed before that date.

Captain Bowsprit held out the newspaper in one hand, while he grasped the hot Scotch in the other like a man holding on to the wheel spokes in a nor'-east blizzard, and he said to the boys: "I can't make out them newspaper fellows anyhow. Here they've been crying out for six months agin' chestnuts, and blank my eyes if the first item I 'light on here isn't another chestnut." "What is it, Cap.' Read it right out," cried the boys. "Wal, here it is," replied Cap. Bowsprit, as he read aloud in a sweet foghorn tone: "The Sultan of Muscat has sent a chestnut horse to Queen Victoria." "What d'yer think of that?" said the mariner as he thumped down the paper and consoled himself with what he held in the other hand.

Inspector General James A. Dumont shows in his annual report for the fiscal year ending June 30 last, that 5,744 steamers of a total of 1 081.748 tonnage were inspected, and 25 780 officers, including 7.159 masters, 1,250 mates, 5,567 pilots, and 11,804 engineers were licensed—an increase as compared with last year of 106 in the number of vessels inspected and 635 in the licenses issued, while the tonnage shows a falling off of 16,617. The receipts from inspectors were $95,470, and from licenses $12.890, while the expenditures aggregated $248,722, showing an excess of expenditures over receipts of $140,361. The report shows a saving in the contingent expenses of the service below that of the previous year of $4,275.68, notwithstanding 106 more steamers were inspected than in the previous year. During the fiscal year there were 1,682 applications for pilot licenses, of which 1,638 passed a successful examination for color blindness, and 44 were rejected, or 2.61 per cent of the whole number.

Thursday last the mercury fell to within three notches of zero. This is the coldest opening of a December that there has been for many years. Around the upper lakes the average temperature was about ten degrees above zero.

ST. CLAIR SHIP CANAL.

UNITED STATES ENGINEER OFFICE, 34 WEST Congress street, Detroit, Mich., November 30, 1886. Sealed proposals for furnishing all materials and labor and constructing revetment at St. Clair ship canal, Michigan, will be received in triplicate, at this office, until 2 p. m., December 30, 1886, and then publicly opened. For further particulars apply at this office.

O. M. POE, Lieut-Col. of Engineers,
Brevet Brig.-Gen. U. S. A.

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Commencing Sunday, Nov. 14 1886 at 5 o'clock p. m the time given in the figures below is the new standard (Nineti-th meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 25 A M	*8 55 A M
No 26, Elyria Accommodation	†7 45 A M	
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York "Flyer"		*12 Noon
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23 Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	25 20 A M	6 35 A M
No 25, Mich Accom Norwalk		†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper and dining car daily on No. 10, leaving Cleveland at 12 noon; arrive Grand Central depot, New York, 7 30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger	*9 00 P M	
Local Freight	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive.	Depart.
Chicago Passenger		*6 45 A M
Fostoria Passenger	*4 46 P M	*4 51 P M
Local Freight	* 5 00 P M	* 5 50 P M

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*Daily except Sunday.

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LEWIS WILLIAMS,
General Manager. Cleveland, O.

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Marine Record.

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A. A. POMEROY, EDITOR AND PROP'R

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, DEC. 9.

THE FATAL "LAST TRIPS."

The New York Maritime Register remarks that the large number of disasters that occurred recently on the great lakes excites a suspicion as to the seaworthiness of many of the vessels that navigate those waters. It is quite true that the storms that sweep along the lakes are terribly severe, and equally true that vessels, to encounter them, should be built more than ordinarily strong. Our contemporary is unable to state definitely whether any of the vessels that foundered in the recent gales were actually unseaworthy. He has only his suspicions. We believe that, with very few exceptions, the class of vessels that navigate the lakes are as strongly and stanchly built as the craft that trade upon the Atlantic. It is not "because it is not the ocean, and because of the remarkably fine weather that prevails (upon the lakes) for many months in the year" that there is probably less concern felt respecting disasters on these waters than there would be under other circumstances. The experience of many years has taught our navigators that there is no profit in building flimsy vessels. They have learned to respect the might of the lakes as something like the velvet glove that conceals the hand of iron, and accordingly their vessels are made to meet the exigencies of the iron grip rather than the toying of the kid glove.

We quite agree with our contemporary that if inferior vessels are employed on the lakes the cost of insurance on freight must be increased, and that this state of affairs would be in favor of the railroads, "which might reap much advantage from it, to the detriment of shippers of both eastward and westward bound freight." And, of course, he is saying something equally indisputable when he concludes "that it is neither to the interest of the underwriter nor the ship owner to have any but good vessels engaged in the lake traffic, as otherwise it would operate against its popularity." There is no doubt that ship owners and ship builders keep this fact prominently before them.

If there is, at exceptional times, such as during the recent sudden and disastrous series of winter gales, a greater loss of life of life and property than is necessary, we suspect the fault is to be found, not in the instability of the vessels, but in the desire of owners to make just one more trip, no matter how far advanced the season may be. These "last trips" are sometimes made just once too often, and hence the chain of disasters which lead outsiders to suspect that it is the building of the vessels that is at fault. It may be taken as a general rule, and one that can not be deviated from without a certain amount of danger, that schooners should not run on the upper lakes beyond the middle of November. This rule is disregarded by many vessel owners who, tempted by high rates of freight, take their chances in stealing "one more run." Some would keep running up to the beginning of January if they could, but nature saves them from the consequences. The recklessness of owners who take chances to make "one more trip for the last" does not increase the general rates of insurance on the lakes, for higher rates are demanded only upon those vessels which are known to be making adventurous trips. Sometimes it pays to trust to luck for a "last trip" when the season is far advanced; but as a rule it does not, and the man is best off in the long run who takes no risks and ties up in due time.

It is true, and it has been noted many times, that the class of vessels which have been lost during the present winter gales are those designated as canalers. It is also time that the frequent losses may lead our eastern contemporary to consider lake-built vessels of low rate, and suggests a suspicion that they are less seaworthy than ocean going vessels, or greatly overloaded. This view should not prevail, however, as the class of lake vessels designated as canalers are quite seaworthy and generally officered by brave and efficient seamen, but it should be considered that while they take on but a prudent cargo they are subject to receive, during a wintry blast, three or four hundred tons of ice, which an ocean boat is not subject to, and as the ice clings to either the starboard or port side, not trimming, the vessel soon gets a list, which, if followed by short choppy seas, soon causes the loss of the vessel. Another prolific cause of disaster, and which leads many to doubt the seamanship of the master and crew in case a gale arises and finds all sail set, is found in the fact that the canvas and rigging are so covered with ice that it is impossible to handle them. Under these circumstances when violent storms arise sailors are practically useless. Masters can not get their orders carried out promptly, if at all, the vessel founders, and all hands are lost. Then there is another sad marine disaster," soon, perhaps, forgotten by the general public, but not so quickly by the families of the men sacrificed.

SELF-RIGHTING LIFEBOATS.

Mayor Gardner, of Cleveland, gives it out as his opinion that much loss of life would be averted on the lakes if every vessel were compelled to carry a self-righting lifeboat "such as is in use by the United States Life Saving Service." Though the mayor is undoubtedly correct in believing that the addition of a lifeboat to the boat equipment of every vessel running on the lakes would save many lives, yet such a boat would not be of much advantage if a wreck occurred a great distance from shore during one of the winter gales in which so many sailors perish by being frozen. Nor can it be assumed that self-righting lifeboats are generally in use at the stations belonging to the national life saving service. We can not overlook the melancholy case of the accident which happened on Monday week to the Point au Sable lifeboat crew. It will be remembered that a schooner, now known to be the Dewey, ran up a half mast signal of distress near Ludington, and that the Point au Sable lifeboat crew, under Captain Flynn, put off to the rescue. They had gone a considerable way when they found that the schooner had been making false signals and was standing on her way. They attempted to turn around the boat for the shore again, but it capsized in the surf, and the captain and two of his men lost their lives. A similar accident happened last year at Racine, when, in attempting to turn about in the surf, the life saving boat rolled over, and the captain was drowned. Now, had the Point au Sable crew, or the Racine crew, been provided with a self-righting and self-baling boat, such as the crew of the life saving stations in the ninth district possess, it is safe to say that the men might have got a ducking, but no lives would have been lost.

We believe that along the lakes only the life saving stations in the ninth district (embracing Erie and Ontario), are provided with self-righting and self-baling boats. The results have been most gratifying, so far as the preservation of life savers has been concerned. The boat in use by the ninth district is preferable to the celebrated English lifeboat, inasmuch as it possesses more self-baling and self-righting properties but at the same time has an immense advantage in portability, for while the English boat weighs something like four tons, the Erie and Ontario lifeboats weigh from 1600 to 1800 pounds, and are easily transportable by car or wagon. Unless it be that financial difficulties stand in the way, there does not seem to exist any good reason why every life saving station on the lakes, from Superior to the St. Lawrence, should not be provided with boats as admirably adapted for life saving as those in use by the life saving stations in the ninth district. If possible, the most improved style of lifeboat invented is more needed on the upper lakes than it is upon Erie and Ontario, though there it is by no means a superfluity. The fate of the crew at Ludington and Racine is eloquent of the absurdity of retaining the old-fashioned "turtle turners" in the life saving service of the United States.

OBITUARY.

Captain Charles L. Gager died in Buffalo on Thursday evening last. Twenty-five years ago there was no navigator better known between Buffalo and Chicago than he was. He was born at Catskill-on-the-Hudson on the 17th of May, 1801. His father, Captain John Gager, was engaged in the river trade and was identified with sloop navigation of river and coast. In 1819 Captain Charles L. Gager walked to Buffalo and shipped on board the steamer Walk-in-the-Water, the pioneer steamer of the lakes. In 1854 he built the tug Echo, and put on board a steam pump, and these, together with a floating elevator, benefited the lake craft and compelled the harbor elevators to cut down their rates. In 1862 he sold the tug to parties at Kingston, Ont, where she was for several years the only grain elevator. Then he took the management of the Niagara buoys for three or four years. Latterly he confined his work to managing his large estates in Buffalo. He was up to the last genial and affable, and the fund of anecdote he had collected from his long experience on the lakes always made him a welcome companion. He was buried on Monday, and his funeral was followed by most of the mercantile marine of Buffalo.

CAPTAIN GEORGE LLOYD, of the schooner Lucerne, which was wrecked in a snow storm during the late terrible November gales, has left his wife and three children destitute, as, unfortunately, when death overtook him, he had secured no insurance upon his life. Winter is now upon us. The widow can not possibly do anything until the spring, and the children are too young to help themselves. Those who knew Captain Lloyd need not be told the kind of man he was; those who did not may rest assured that if in this case they extend the warm hand of charity they will be helping the family of one of the most whole-souled men that ever pulled a rope or trod a deck. Subscription lists will be found at the different ships' brokers and chandlers' offices, and at the office of the MARINE RECORD. Let it be remembered most particularly in this case that he gives twice who gives quickly.

NEW WINDLASSES.

The American Ship Windlass Company, of Providence, R. I., have received the following orders since our last report, viz:

For steamer No. 77, building by Detroit Drydock Company, for Captain Peck and others, a Providence steam capstan windlass and a Providence steam capstan aft.

For steamer No. 78, building by Detroit Drydock Company, for Captain Peck and others, a Providence steam capstan windlass and a Providence steam capstan aft.

For steamer No. 79, building by Detroit Drydock Company, a Providence capstan windlass of latest style.

For steamer building by Globe Iron Works, at Cleveland, for the Mutual Transportation Company of Cleveland, a Providence steam capstan windlass and a Providence steam capstan to go aft, in addition to the steam windlass and steam capstan previously mentioned for steamer building by same parties for Captain Peck, of Detroit, and H. H. Brown, of Cleveland.

For yacht building by Houston & Woodbridge, Linwood, Pa., a Providence vertical steam yacht windlass.

For schooner about starting by Henry Sutton, New Haven, Ct., a Providence capstan windlass with T. J. Southard & Sons, patent messenger chain windlass, which have become so popular with masters of coasting schooners.

A Providence pump brake windlass, new style, with Grater's patent clamp and wrought iron toggle for barque Kennard, of Boston to replace a wood windlass.

For revenue cutter Gallatin at Boston, to replace her present windlass, a Providence pump brake windlass, new style, with Emery & Cheney's patent rubber stoppers.

For ship Lornty, owned by L. G. Burnham & Company, Boston, now at New York, being fitted for a coal barge, a Providence steam pump brake, new style

The immense amount of work now under way at the shops of the American Ship Windlass Company is proof positive that their windlasses and capstans are taking the place of all others in the market, and that the merits of the machine are acknowledged by all vessel owners and masters. The house now has more orders on the books than at any one time since it was established, in 1857.

LEWIS' MARINE MANUAL.

"Lewis' Manual is an excellent work, and should be in the hands of all marine men."
THOS. HARBOTTLE.
Chairman Board of Examiners Masters and Mates, Toronto.

RECORD OF VESSEL PASSAGES.

PASSED DETROIT.

DETROIT, Dec. 2.—Passed up, morning—Steambarge Kalkaska, tug Colton, schooners N. P. Goodell and Corsican.

Afternoon—Tug Porter.

Morning, down—Tug Porter, propellers Conemaugh, Lycoming, Clarion, steambarge S. C. Hall and one barge.

Afternoon—Steambarge Business, tug Samson, steambarge Don M. Dickinson and three bargess

DETROIT, Dec. 3—Passed up, morning—Barge Australasia.

Afternoon—Steambarge Salina and two barges, City of Concord.

Morning, down—Steambarges W. L. Wetmore, Tempest.

Afternoon—Barge M. M. Drake.

DETROIT. Dec. 6.—Passed up, morning—Propeller Boston Montana, tug Mocking Bird,

Morning, down—Propeller Albany.

Afternoon—Propellers Susquehanna, Toledo, tug International, propellers Commodore, Tacoma, ferry Conger and schooner H. W. Sage.

PASSED THE STRAITS.

MACKINAW CITY, Dec. 2.—No passages today. The wind-bound fleet all got away this morning, the schooner H. W. Sage going down, and the rest up.

The propeller Rochester arrived in the afternoon.

MACKINAW CITY, Dec. 3—Morning, down—Propeller Iron Age

Afternoon—J. W. Westcott, Simon Langell, Susquehanna.

There is not yet enough ice in the straits to prevent a yawl boat going from one end to the other.

MACKINAW CITY, Dec. 4.—Morning, down—Propeller Philadelphia and Gordon Campbell, Idaho, Robert A. Packer, and D. W. Wilson.

Morning, up—Propeller Milwaukee.

Afternoon—Steambarge, supposed to be the Nahant, propeller Australasia.

The propellers H. J. Jewett, Tioga and Rochester left for Buffalo at 8 a. m. The propeller Robert A. Packer stopped for medical aid for two of her crew who were badly frozen. Her captain reports 10° below zero on Lake Michigan Friday. All boats are badly iced up.

The body of B. A. Finley, who was drowned off the propeller John F. Eddy Thursday, was recovered by his brother to-day.

MACKINAW CITY, Dec. 5.—Morning, down—Nothing.

Nothing up to-day.

In harbor—Tug Leviathan, propeller Cormorant, schooners Winslow, Chas. Wall.

MACKINAW CITY, Dec6.—Down—Nothing.

Morning, up—Propeller Cormorant with schooners Charles Wall and Richard Winslow.

Afternoon—Propellers City of New York, Boston, Montana.

MACKINAW CITY, Dec. 7.—Navigation through the Straits is about ended, although there is no ice and the weather is mild and fine. The only passage to-day was the propeller Lawrence down at 9 a. m.

PASSED PORT HURON.

PORT HURON, Dec. 6—Morning, down—Commodore, Tacoma, Rochester, Tioga, H. J. Jewett, James Reid, H. D. Alverson and Barbarian.

Afternoon—D. M. Wilson, Idaho, Philadelphia, Gordon Campbell, Atlantic, Moore and A. G. Morley, B. A. Packer, Oceanica.

PORT HURON, Dec. 7.—Propellers Buffalo, Portage. Both stopped at this port this morning, and will be ironed off before they leave.

THROUGH THE SAULT.

SAULT STE MARIE, Dec. 2.—A telegram from Bay Mills, twelve miles west of this place, reports the arrival in Waisky Bay of the tug Niagara with a tow of four vessels; also the steambarge Sparta. Owing to the windlasses of the schooners being iced up they were unable to reach here to-day. Ice is making in the canal. The thermometer ranged at zero during the day.

SAULT STE MARIE, Dec. 4.—The following arrived down, locked through and are being stripped for winter quarters: Tugs Mystic, Niagara, schooners Montcalm, Montgomery, Mont Blanc, Montmorenci, Sumatra, and steambarge Sparta.

The movable dam will be placed in position on the 6th, and the closing of the canal will immediately follow.

PASSED PORT COLBORNE.

PORT COLBORNE, Dec. 2.—The cold snap which set in yesterday froze the canal. Tugs were sent down to-day to break the ice for the steamers W. J. Averill, bound down, and the John Pridgeon, Jr., bound up. The Pridgeon had her wheel broken, trying to work through the ice. Steamships W. L. Frost and W. A. Haskell, due last night, have not arrived, and have probably gone under Long Point, waiting for favorable weather. Steambarge Lothair, tug Mocking Bird and consort are still here weather bound.

PORT COLBORNE, Dec. 3—The steamships W. L. Frost and W. A. Haskell arrived from Chicago. They were bound for Ogdensburg, but on account of the ice in the canal, have received orders, and will go to Buffalo, unload, and lay up.

The steamship John Pridgeon, Jr., arrived from Ogdensburg, bound for Detroit, and awaits orders. She will likely go to Buffalo and lay up.

PORT COLBORNE, Dec. 4.—Steamships J. Pridgeon, Jr., W. L. Frost, and W. A. Haskell left here to day for Buffalo. The tug Mocking Bird left for Detroit. The barge Wahnapatie and barge Corsican will winter here. The steambarge Lotbair is still here waiting for weather.

In towing the Jewett down Lake Erie the Tioga and Rochester parted four 9-inch lines.

Around the Lakes Continued from 1st Page.

BAY CITY.

Special to the Marine Record.

The immense steamship George T. Hope is the last arrival of the season at this port. The Hope is to receive extensive repairs at James Davidson's shipyard, West Bay City.

The barge George H. Wand is to be rebuilt at Wheeler's shipyard during the winter.

The last trip of the barge B. M. Barker out of this port had a crew consisting entirely of captains, viz: Commander Charles Eaton, Jas. Haley mate, and Ned Buntin and John Price before the mast.

J. E. Picket has been arrested for stealing $150 from the cabin of the barge Wyandotte.

The suit which a woman brought against Messrs. English and Mahar, owners of the River line steamers, for the loss of a trunk, has fallen through for want of jurisdiction of the court. The case will have to be commenced over again at East Saginaw, where the defendants reside.

The barge Sheldon is being repaired at Bay City drydock.

The bridge tender on the Third street swing smiles complacently as he casts his eye on the frozen river.

O. J. Quinn has laid his pile driver up at Tawas for the winter.

The steamer Metropolis made eighty-four round trips this season.

Captain Richard Armstrong is putting on the upper works to his new steamer, the Plow Boy.

The tug men say they had a fair season; in fact, better than since 1880. It was not as good as expected, however, as the boom predicted by high freights did not take place.

A tug captain was overheard relating to several fellow tug men the other day an incident of his early exploits on the Saginaw river, as the skipper of a small tug. He was young and ambitious, and having had a run of good luck made $96 in one day. He was greatly elated when he stepped ashore, and, hastily approaching the owner, joyously exclaimed: "Mr. ——, I have made you $96 to-day." "Well, now," was the cool reply, "if you could only get a $4 transfer and make it an even $100 it would be quite nice." This proved too much for the ambitious young skipper, and he immediately resigned his command.

S. E. Burnham, the boat builder, is building a fine clipper yacht for Saginaw parties, 45 feet keel, 13 feet beam and 4 feet depth. She will be used at Heisterman's island next season.

The barge Golden Harvest, that was in the Bay City drydock, was taken to Saginaw early in the week, where her cargo of stone was discharged. Captain Hathaway states that she is not hurt in the least.

Captain John N. Stewart, of the barge Mary Birckhead, and Captain John Nagle, of the Star of the North, will keep ship for the Porter Chamberlain's tow, now laid up at Port Huron. SHAW.

FRANKFORT.

Social to the Marine Record.

Propeller Champlain called here on the 3d, en route to Chicago, where she will lay up. She presents a wrintry appearance. Captain Casey saw the schooner James Couch anchored at Traverse Bay, and the Milwaukee tug S. S. Coe at South Manitou island. The Coe is trying to release the schooner Chris Grover, ashore at Good Harbor, but the elements interfere so that they thus far have only worked one day. She receives $85 a day, which will eat up the schooner in a short time.

Propeller Lawrence arrived here on the 4th from Manitowoc, bound to Mackinaw. She reports about ten miles of slush ice on West Shore. Chief Engineer Burke is on board, and everything possible will be done to make the trip in safety. The boat is not insured, but she is staunch and no trouble is anticipated. She will be plated with iron when she reaches Cheboygan if thought necessary.

Tug J. H. Gregory is daily breaking a channel in the harbor. Two vessels, laden with supplies, are due here.

BURMEISTER.

PICTON.

The propeller Nipigon went ashore the 1st of December on the south side of Salmon Point. She is lying easy. The amount of damage has not been ascertained, as no communication has been had from her crew. The Nipigon is owned by Ryan & Conlin, of Montreal. She was built in 1873, measures 385 tons, and is valued at $15,000.

ASHTABULA HARBOR.

The propeller Nevada got away for Buffalo Monday.

Tug John Gordon arrived from Cleveland on Monday.

SAULT STE MARIE.

Special to the Record. Marine

The Sault canal closed on Sunday the 5th inst. The canal closed last season on the 3d.

The schooner David Wallace has not yet been released. Thirty men have been at work on her as the weather would permit. In their passage to the shore at one time it was much the same as the rescue of shipwrecked mariners. They left the schooner in the face of a N. W. gale and blinding snow storm about dark on a lighter with nothing but a clear deck and two open hatches. A small line was run from one timber head to another to which the men clung, some lying flat and freezing to the deck, with water flying over and freezing contiunally. The lighter was towed by a tug with a long line four miles. National romance is made of the hardships of adventurers in the Arctic regions occasionally, but the lake mariners endure like hardships and dangers every season.

EAST SAGINAW.

Special to the Marine Record.

Captain Blybee, of barge W. L. Peck, arrived here from Tonawanda Monday, where he has just laid up his barge for the season.

Captain Harry May, of the Transport, starts for South America about Christmas.

A new steam sand scow is one of the schemes now being talked up among some of the well fixed.

Allen McLean will take life easy this winter and intends to devote his entire time to rest, having done the largest season's work since entering business.

When Captain Samuel J. Tripp returned home the other day after being away on the lakes with his family for nearly a month, he found that in their absence burglars had entered and ransacked the house from "stern to gudgeon," and left things looking as if struck by a sou'-wester. They were evidently looking for money, as nothing of value was missing.

The engine and boiler of the steamer Lucile is being taken out at A. F. Bartlett & Co.'s works, where she is to receive a much larger engine, a new steel boiler, a Worthington fire pump, and a Bartlett wheel, with which her owner intends to make the run from this city to Bay City, a distance of 13½ miles, including twelve stops, in about one hour. The Lucile was formerly the Pick-up, well known on the river, and is slippery in every sense of the word.

Cross, Randall & Gordon are rebuilding their lighter Star at Carkin, Stickney & Cram's shipyard.

About twenty-five men are engaged at the C. S. & C. Co.'s shipyard, repairing the company's dredges and tugs.

The boiler of the burned tug Tom Dowling while being lifted out of her at Hobson's dock and nine feet from the tug, suddenly dropped, smashing things in great shape. It is needless to say that it required a 2-inch steam syphon, in constant use, to keep the Dowling free until she could be put into the slings for a calking. SHAW.

ERIE.

The propeller Philadelphia arrived here Monday from Chicago and will join the Clarion, Juniata, Wissahickon and schooner Allegheny of the Anchor line in winter quarters. The propeller Folsom and schooners Kingfisher and Perew of Detroit took out clearance papers, but have given up getting out this winter.

The tug Erie of the Anchor line, after ten years' service, will be rebuilt this winter.

The schooner Gifford will have new decks put on and other repairs this winter.

The life saving station will be rebuilt before the opening of next season.

CHEBOYGAN.

The tug Leviathan with a complete wrecking outfit left to release the steambarge Maggie Marshall near Manistee. The tug Winslow has gone to raise the schooner City of Cheboygan, ashore near Detour. With a few days favorable weather both these crafts can be saved.

MUSKEGON.

There were shipped from this port during the year ending November 30, 421,599,000 feet of lumber, 16,940,000 lath, 22,890,125 shingles, 1,225,000 pickets, 203,315 cedar posts, and 16,312 cords of slabs.

PORT HURON.

The tug Porter arrived back Sunday night from the wreck of the G. W. Davis, ashore at Bayfield, out thirty-seven miles from the river. The Davis is in fair shape and lies inside of two reefs that are covered with ice in such a shape that they will protect the vessel from a northwestern. The vessel is a complete iceberg. She is loaded with pig iron, which is to be taken out on a lighter. The tug leaves for the wreck to-night. The crew of at Davis have gone to Cleveland.

DETROIT.

For a week past the last grain fleet of the season has been pushing its way towards Buffalo. Chicago was left in fair weather, but on December 1st a cold snap of almost unequaled severity attacked them, and the fleet was compelled slowly to feel the way along, nothing being visible. Every wave broke over the decks freezing up the rigging and deluging the sailors with spray, which immediately froze upon them. All through the storm gangs of men had to be kept at work on many of the boats, chopping the ice off the decks, and throwing it overboard as fast as formed. It took nearly three days to reach Manitowoc, that time usually being sufficient to reach Buffalo. Early Sunday morning they reached Lake St. Clair to find it impassable. The ferry boats Excelsior, Ariel, and Fortune were sent to their assistance. Up in the lake the Excelsior found the tug John Owen and her tow, the Michigan and Nicholson, fast in the ice and released them. It then took the ice crushers all day to get the grain fleet down to Detroit. Here they were obliged to stop for coal and provisions. The propellers arrived up to the 6th were the Susquhanna, Rochester, Commodore, Idaho, Albany, Tacoma, R. A. Packard, Philadelphia, Oceanica, and Tioga, the latter towing the H. J. Jewett, which had lost her rudder. The Susquhanna has burned nearly one hundred tons of coal and took on fifty tons more. The entire fleet was sheathed in ice from gangways to trucks. In some places it was three inches thick and occasionally covered the hatchways. Most of the thick ice was chopped off, but it was impossible to remove all. At 9 o'clock Monday morning the fleet left the various docks and moved down the river together, with the three ferry boats ahead ready to crush any heavy ice between the harbor and Bar Point. The scene is described as the most beautiful ever seen on the Detroit River. The propellers are among the largest on the lakes, and the ice with which the rigging and bulwarks was incrusted shone in the sun like diamonds. The value of vessels and cargoes is estimated at $1,000,000. The cargoes were of grain, flaxseed, oil cake, and flour. The fleet represents a total corn capacity of more than 1,000,000 bushels and every vessel is heavily laden.

A fire was discovered in the fifth story of J. P. Donaldson & Company's ship chandlery establishment. The room in which the fire started is the sail loft. The flames were confined to the fifth floor but there was considerable loss from the water which flooded the whole building. The establishment is located at 22 Woodward avenue.

In the United States court Judge Brown gave decision increasing damages in the Alberta case to $1,500 per trip for time she was laid up for repairs. This makes a total of $4,500. The case arises from the collision of the steamship Alberta and the steambarge Osborne, near White Fish Point, Lake Superior, in July, 1884. The Osborne was sunk and some lives were lost. When the case came up for trial the matter of fixing damages was referred to commissioner Davidson. He made his report, fixing the sum of $450 per trip against the owners of the Osborne for the time the Alberta was laid up for repairs. This report was once confirmed, but afterwards reopened with the result announced.

LUDINGTON.

Special to the Marine Record.

Marine news at this place is rather scarce.

The F. & P. M. R. R. are driving some spring piles and repairing their dock, also extending a shed from the warehouse to the edge of the wharf for a temporary covering for coarse freights.

Both the steamers came in Saturday, heavily laden with export freight. No. 1 returned to Milwaukee with salt and merchandise; No. 2 went to Manistee for a full load of salt for Milwaukee.

A vast amount of freight is waiting shipment. There is now a scarcity of cars.

Nothing has yet been done toward releasing the Maggie Marshall and Arundel, ashore near Manistee. D.

RACINE.

The schooner Belle arrived at this port on the 3d in tow of the steambarge Thomas Smith, from Sturgeon Bay she is a complete mass of ice and not a rope could be handled. The Mary R. towed by the tug Arctic, collided with the Belle at Manitowoc, carrying away her rigging and chain plates.

The schooner Scove was reported to be five miles northeast of North Point with a signal of distress flying. The tug Sill went out after her.

NORTHPOINT.

The steambarge Australasia, Captain Reed, picked up the schooner James Couch off this port, and will tow her to Milwaukee. The Australasia is bound for Chicago with coal.

DESERONTO.

The first steel steamer ever built in Canada is to be brought out at Deseronto this winter. She will be 250 feet long, 29 feet beam and 16 feet hold. Her engines will be sent over from Scotland, but her boilers are to be built in Canada. She will run between Toronto and Niagara, and is expected to make eighteen miles an hour.

The propeller W. L. Wetmore will winter in Amherstburg. She was grain laden from Chicago to Buffalo, but could not get through the ice at the head of Lake Erie.

ST. IGNACE.

Steambarge Cormorant and tow left the straits, bound up, Monday. The steambarge New York, with a pump on board, and two Union line propellers passed up the 3:30 p. m. one boat was towing the other.

MILWAUKEE.

Special to the Marine Record.

The steambarge Colin Campbell when off Little Point Sauble, Nov., 1st. Went through herself, making an almost complete wreck of of the engine. Fortunately no one was injured. The Campbell was picked up by the steambarge W. J. Carter and towed across the lake, arriving outside the harbor piers here, when the tow line parted. While rolling in the sea part of her deck load went overboard taking the mainmast with it and also the foreboom; as she was drifting toward the beach the tug Hagerman, with the life saving crew, started to her assistance but before the barge got past the piers, Captain Cochrane let go his anchor and she held. The Hagerman got a line to her and the life savers assisted in getting up her anchors and she was brought safely into port. Captain Cochrane gives Captain Sweenie, of the Hagerman and the life savers great praise for the way they handled themselves and vows that Milwaukee, can't be beat for good tugmen or surfmen.

Meyers has taken his charts home and put them in the barn where he has four tubs of water representing the four great lakes. All ports are marked on the edges of the tubs, Locust Point has the largest mark, and with a chunk of bark he is practicing navigation as a fine art. This is so because Fred gave me the information. The captain of the steamer Keystone missed his vocation he should have studied for a lawyer. CAPTAIN KIDD.

At Wolf & Davidson's shipyard in this city, a steambarge, to be called the Roswell P. Flower, is being built. It is to be the largest vessel ever launched from a Milwaukee yard. The barge is the property of a company composed of Roswell Miller, general manager of the St. Paul railway, Henry C. Payne, John S. George, Charles J. Cary, Philip Ranney, Professor H. C. Haskins, Thomas Shea, Francis Boyd, David Vance, Captain David Vance, of Milwaukee, and Roswell P. Flower, of New York. The vessel, when completed, will have cost $125,000. Her length of keel is 264 feet; length over all, 280 feet; breadth of beam, 38 feet; average depth of lower hold, 11 feet; average depth of upper hold, 8 feet. The boilers and engine will be of the very best make. The latter is already being placed in position. It is a fore-and-aft compound, from the works of Samuel F. Hodge & Company, Detroit. The high pressure cylinder is 30x45 inches and the low pressure cylinder is 54x45 inches. It will afford ample power for towing purposes besides insuring a good rate of speed. The boilers, two in number, are approaching completion at Dick Davis' works. The shells are of steel, 9-16 of an inch thick, and have a diameter of 9 feet and a length of 16 feet each. They are to be enclosed in an iron house, with iron pan underneath. Other machinery of the craft will consist of a steam steering apparatus from the Globe Iron Works, Cleveland, and a Providence steam windlass and capstan forward, and a steam capstan aft, from the American Ship Windlass Company, Providence, R. I.

The negotiations which have been pending for some time between the Menominee Iron Mining Company, of this city, and a number of Youngstown, Ohio, capitalists, for the purchase by the latter of the Menominee Iron Mining Company's controlling interest have been consummated. The Youngstown parties several months ago purchased 49 per cent, or a little less than a one-half interest in the mine. The mine, which had practically been abandoned some four years ago, was at once pumped out and a small force of men has since been engaged in mining. The present owners are the Brier Hill Iron and Coal Company, Henry Todd, J. G. Butler, Jr., Tod Ford, and their associates. They are all large consumers of ore, and will use the bulk of the product of the mine. It is expected that a large force of miners will be put to work in the spring, and that the production of ore next season will be very large. The estimated valuation of the Florence mine is between $200,000 and $250,000.

A private dispatch from Captain Ed. Thorpe, of the tug Lawrence, to Wolf & Davidson, announces that the schooner Harvey Bissell has been released from Green Island shoal and towed to St. Ignace. The constant services of three steam pumps are required to keep the craft afloat. Owing to this fact and the lateness of the season it is altogether probable that she will winter at St. Ignace. The Bissell has on board a load of coal consigned to H. S. Benjamin & Company of this city.

Among the arrivals at Milwaukee has been the steambarge David W. Rust, of the Menominee Iron Company's fleet, to lay up. During the winter she is to be strengthened by the introdution of additional keelsons. Her present boiler is also to be discarded, and a new one of steel, 11 feet in diameter and 18 feet long, now being built in Chicago, put in its place. It is also probable that her center board box will be removed. Wolf & Davidson will do the ship carpenter work.

Owing to the frozen state of the iron ore in the pockets at Escanaba, the schooner R. B. Hayes has been released from making another trip. She will winter at Chicago. The barge Jim Sheriffs has also been released and is under charter to deliver a cargo at Sarnia for 3½ cents per bushel.

Three of the Goodrich liners are in winter quarters—the sidewheel steamers Chicago and Corona and the propeller Menominee. The sidewheelers Sheboygan and Muskegon will probably follow about December 1, leaving the propeller City of Ludington and Depere to perform winter service between this port and Manistee and along the west shore as usual.

MARQUETTE.

Shipments of iron ore from the Lake Superior district aggregate 3,412,112 tons to November 25, a gain of 1,031,360 tons over shipments from the same district to a corresponding date last year. Of the shipments made Escanaba sent forward 1,515,575 gross tons; Marquette, 841,802 tons; Ashland, Wis., 709,405 tons; Two Harbors, Minn., 304,396 tons; and St. Ignace, Mich., 72,904 tons. The shipments of iron ore for the season of 1886 will fall a few thousand tons short of 3,500,000 gross tons.

Captain Kirtland has succeeded in floating the steambarge Robert Wallace, having worked day and night on her while the sea permitted it. She was then towed across the bay in safety, arriving in the harbor at 5 o'clock. Steam pumps, running to keep her clear. Will undoubtedly winter here. J. H. Gillett, of this place, takes the contract to bring her into harbor.

The schooner S. H. Kimball, ore laden, received orders to winter here.

WATERTOWN.

On Saturday night the schooner Comanche, owned in Oswego, laden with 21,000 bushels of corn, from Chicago for Ogdensburg, ran on a shoal about three-fourths of a mile from the west side of Point Peninsula, on Lake Ontario, and sank. The schooner was commanded by Captain Becker, of Oswego, who, with Albert Quince, of the same city, owned the vessel. In rescuing the crew, which consisted of eight persons, Fred Tucker, a farmer, aged twenty six years, was drowned by the capsizing of his boat.

OSWEGO.

On Saturday night the schooner Comanche, owned in Oswego, laden with 21,000 bushels of corn, from Chicago for Ogdensburg, ran on a shoal about three-quarters of a mile from the west side of Point Peninsula, on Lake Ontario, and sank. The schooner was commanded by Captain Becker, of Oswego, who, with Albert Quince of the same city, owned the vessel. In rescuing the crew, which consisted of eight persons, Fred Tucker, a farmer, aged 26 years, was drowned by the capsizing of his boat.

SACKETS HARBOR.

The schooner North Star of Hamilton, Ont., loaded with coal, sunk at Stoney island last night in eighty feet of water. The crew were saved.

Mansill's Planetery and Storm Signal prophecies thus of the weather in December: The temperature of December should average about the mean of the season, with a full complement of storms. The storm from the 1st or 2d to the 5th or 6th, is of the first grade disturbing force. The elements should be rather moderate from the 6th to the 10th or 11th—the time for a second storm of a second grade force. A third storm will occur from the 13th to the 15th or 16th; a fourth from the 23d to the 27th, and the last one the 30th and 31st.

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THOS. HARBOTTLE.

Chairman Board of Examiners Masters and Mates, Toronto.

Subscribe for the MARINE RECORD.

FURTHER DETAILS OF THE MENE KAUNEE AND MARINETTE.

Special Correspondence of the Marine Record.

FRANKFORT, MICH., Dec. 3.

The schooner Morning Star of Kenosha, Captain Elliott, was rescued from the beach at Elk Rapids, by the Manistee tug C. Williams, Captain Gnewuch. She had a full cargo of lumber on board when she beached. Captain Elliott engaged a tug and scow, unloaded a part, and when released she had 70 m in the hold. They were in Frankfort harbor for shelter several days, and left for Manitowoc Sunday, the 28th, to receive repairs. The Libbie Nau, ashore on South Manitou island, and released by tug Wheeler, of Manistee, was also here and left the same day. Both had steam pumps on board. They leaked one foot per hour. Captain Elliott and crew were on the Morning Star eight hours when some heroic fishermen launched a mackinaw boat into the boiling sea and successfully rescued the entire crew.

Up to November 30, noon, only three bodies of the Marinette and Menekaunee victims had been recovered, that of William Connors, of Sand Beach, buried in South Frankfort cemetery, John Davidson, steward, and Thomas Waters, sailor, of Port Huron. They were all of the Menekaunee. None of the Marinette's crew have been seen except Charley W. Annis, the sole survivor, who has gone to his home at Port Huron. It may be that some are lashed to the submerged rigging, others buried up in the sand and debris of wreck and cargo. Henry Cumfrey, brother of William, who was drowned off the Marinette, is daily patroling the beach for miles, in search of bodies. The following of the crew of the Menekaunee, are yet to be found: Captain James Cox, of Port Huron; Mate J. Bunting; Mike Johnson, sailor, Port Huron; Dan Wheeler, sailor, Port Huron.

The Marinette crew numbered eight, the only one rescued being Charles W. Annis; the lost were Captain Wm. Mitchell, of Chicago, who fell overboard in midlake, When the vessel broke loose from her towbarge she lost her mainmast and deck load and it being icy, he slipped and was washed off. Mate Matherson; Mary Laffrey, stewardess, Marine City: Minnie Laffrey, assistant stewardess, 13 years old; Eli, a Frenchman, from Alpena; Wm. Cumfrey, of Port Huron; John, a Norweigan, of Cape Town, Norway.

When the captain was lost the mate put the captain's papers and valuables in his pockets. The mate's body has not been found, but, strange to say, a piece of paper, being pension "No. 217,554, William F. Mitchell, Chicago agency, Williams, clerk," was found on the shore. Captain Mitchell being lost in deep water, there is no probability of his body being recovered. It is also feared that if ice banks form on the coast it will stop the search and freeze in the bodies, thus delaying their recovery until spring.

George Loud, of the Oscoda Lumber Co., is in Frankfort, looking after the cargo and wreckage of the lost barges. Beach combers have been quietly pilfering from the wreckage, so now hand bills have been scattered along the shore, warning all persons that offenders will be prosecuted to the full extent of the law if any plunder is found on their premises.

It is the general opinion that both barges were overloaded, and that if they had been oaded as they ought, no doubt they would lhave weathered the gale and their crews would not have been numbered with the victims of the late great storms. The survivor, Annis, says the deck load was of heavy timber, car sills, etc., twelve feet high above the deck. They had to perch on a box near the wheel to look over the deck load at the light in the rigging of the barge ahead. There should be a stringent law against overloading craft on the lakes, and we hope such a law will be enacted in the near future.

Point Betsy life saving station closed for the season at noon November 30.

betsy Lake was frozen over with ice half an inch thick November 28.

Steam yacht Cynthia went into winter quarters on the 28th, also propeller J. D. Dewar.

Propeller Sanford is still making trips to Manistee.

Scow Mishicott is laid up at Onekama.

BURMEISTER.

Captain Green, of the tug Rambler, who returned a few days ago to Duluth from Port Royale, reports that three weeks ago he was spoken by a small fishing schooner near Temperance river, near Beaver Bay. There were two fishermen aboard, named Hanson and Johnson. They would not take a tow to Duluth, but asked the captain to carry their fishing outfit. The fishing outfit has arrived at Duluth all right, but nothing has been heard since of the owners. They doubtless went down in the recent storms on Lake Superior.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Nov. 29, 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Nov. 28, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Tonnage. Net.	Home Port.
			SAIL VESSELS.			
126,394	.....	Sl.	Clara,	8.16	7 75	Galves on, Texas.
126,395	.....	Sl.	Clara Combs	14.22	13.51	Eastville, Va.
126,396	K D N V	Sc.	Childe Harold,	781.24	742 18	New Haven, Conn.
120,662	.....	Sl.	Four Brothers,	5.61	5.53	Crisfield, Md.
76 659	.....	Sc.	Jacob Imhoff,	21 00	19.95	Shieldsboro, Miss.
91 885	.....	Sc.	Mary Dunn,	31 67	26 77	Menominee, Mich.
91,886	.....	Sc.	Mary J Lewis,	14.74	14 00	Crisfield, Md.
155,131	.....	Sc.	Old Hickory,	26.68	25.35	Madisonville, Ind.
			STEAM VESSELS.			
95 868	.....	St s.	Howard Carroll,	48,97	24.49	New York, N. Y.
140,857	.....	.....	Leo,	24.23	19.43	Menominee, Mich.
155,130	.....	St. p.	Oliver Byrne,	1017 78	1017 78	New Orleans, La.
145;437	.....	St. p.	Tommie,	282.89	175.29	Brunswick, Ga.
			UNRIGG'D VESSELS.			
57,888	.....	Barge	South America,	357.15	331.98	Havre de Grace, Md.

JARVIS PATTEN, Commissioner of Navigation.

NAUTICAL NOTES.

When the Emma C. Hutchinson entered Chicago harbor on Thursday night she looked like an iceberg, and it was estimated that she carried 150tons of ice that she didn't put on as cargo.

An unknown schooner went ashore at Watertown, N. Y., Thursday morning, off Stony Creek. The life saving crew from Big Sandy Station went to the rescue of three men and a woman who were on board.

It is said that the Northen Pacific railroad is earnestly considering the advisability of putting a magnificent passenger steamer on the great lakes to run between Duluth and Buffalo. It is their idea to furnish a boat in a fine manner, and make the run in the shortest possible time between these two cities.

On the 1st of December the electric light in the tower at Hell Gate, New York harbor was done away with. This action was based on the recommendation of the light-house board, and because of constant complaints from mariners that the dazzling character of the light made it a detriment instead of an aid to navigation.

At Buffalo Wednesday a bad snowstorm, with the wind traveling at the rate of thirty miles an hour, and heavy seas running on Lake Erie, made it perilous work for a number of vessels to enter the harbor. The propeller Nashua was forced to abandon her tow, which were afterward picked up in a bad way. The tug Dorr made a gallant rescue of one of the tow, the Potomac.

Messrs. H. J. Webb & Co., owners of the schooner George W. Davis, received a telegram Thursday saying that the vessel had gone ashore at 5 o'clock, four miles from Bayfield, on the Canadian shore; that she was in bad shape, though not breaking up. The crew got off at 3 o'clock in the afternoon. The Davis was built at Toledo in 1872 and largely repaired in '83. Her hull is insured for $7,000 and her cargo and freight list are also reported as insured. She took on a cargo of pig iron at Charlevoix, Mich., and was bound for Erie.

News from Oswego reports that the vessel said to be ashore at Mexico Bay is the Ariadne, Captain McKay, with a crew of five men, bound from Toronto to Oswego with a cargo of 10,000 bushels of barley. When off Oswego, on Wednesday evening, she lost her mainmast and drifted down the lake till 4 a. m. next day, when she went ashore. The captain was soon after washed overboard and drowned, and during the day two of the crew were frozen to death. The remaining three took to the rigging and were nearly perished when taken off. Their recovery is considered doubtful. The vessel has gone to pieces. She was an old craft and was valued at $3,500.

Mr. Mascart, the well-known electrician, has devised a new compass which finds the magnetic meridian by the well-known experiment of moving a coil of wire across the lines of magnetic force of the earth, and inducing a current in them. The size of the apparatus is not greater than an inclination compass. It acts on the principle that when the axis of rotation of the coil is in the magnetic meridian, the induced currents in the ring when rotated will be *nil*. From observations made at the observatory of the Parc Saint Maur by M. Mourceaux, the new compass seems to be as correct as the inclination compass.

It was in February, 1816, that a joint commission of both houses of parliament of Upper Canada reported on the project of connecting Lake Erie with Lake Ontario by means of a canal. The actual construction of the canal was begun in 1825. Navigation began in 1829. Subsequently the main line of the canal was extended over the Welland river to Port Colborne, this enlargement being completed in 1853. In 1873 the canal was again enlarged. The canal is now twenty-eight miles long and has twenty-seven locks 150x26½ feet. The estimated cost of the canal has been, including repairs, about $9,000,000.

General W. B. Hazen, the chief signal officer, has submitted to the secretary of war, with a request for approval and recommendation, a bill providing for a reorganization of the signal service and its incorporation as a regular bureau of the war department, having charge of weather predictions, army signaling, and the maintenance and repair of military telegraph lines. The bill provides that the bureau shall consist of one chief signal officer, with the rank of brigadier general, such commissioned officers of the lower grades as have been or may be provided for by law, 150 sergeants, 30 corporals, 200 privates, and the necessary civilian clerks, copyists, messengers, etc. The enlisted men are to be enlisted for four years and classified as twenty-five first-class sergeants at $1.600, fifty second class sergeants at $1,400; fifty five third-class sergeants, at $1,300; thirty corporals, at $1,200; one hundred and twenty privates, at $1,100; and one hundred and seventy privates, at $1,000.

Another name has to be added to the list of life savers who have fallen in the path of duty this terrible fall—Robert Wright, of the Oswego life saving station. On Thursday morning, at 8 o'clock, Captain Blackburn sent him down the east shore to patrol. He had not returned for two hours and another man was sent out to search for him, but failed to find him. Two other surfmen tracked him as far as Nigger Bay, and thence up the railroad at Fletcher's Crossing. They found him lying doubled up alongside the track, and quite dead. It is supposed that during the blinding snowstorm that was prevailing, he had wandered off to the track and been struck by some locomotive unknown. A verdict of accidental death was rendered at the inquest. He was a very popular young fellow and an efficient life saver. Under the rules of the service his widow is entiled to two years' full pay.

LOSS OF THE RAY S. FARR.

On the 30th ult. the schooner Ray S. Farr left Muskegon for Chicago with a load of slabs. On Wednesday afternoon she went ashore on the beach near Michigan City, Ind., and the crew reached Chicago Friday morning. The wind was blowing stiff from the north when the vessel left Muskegon, and there was a moderate sea running, but it was thought that Chicago harbor could easily be made with the wind as it then was. All went well until Wednesday morning, just as Chicago harbor was sighted. Just then the wind freshened up to a gale, and veered to the westward. The schooner had been laying up tolerably close, and the change in the wind made it impossible for her to keep on her course for Chicago. The wind grew more and more fierce, and the cold was intense, until every drop of spray that struck the vessel froze as it fell, gradually loading the vessel down on her lee side, until she was nearly on her beams end, and her canvass solid sheets of ice two or three inches in thickness, and totally unmanageable. The sea began to rise and run from the north, and every wave broke over the vessel, which so loaded it with ice that she was almost hull down in the water. South Chicago was sighted, but the crew were unable to do anything toward guiding their vessel, and she dritted helplessly by. A determined effort was made by the crew to get in the stiff, frozen canvas, and it was brought down, though the sails were broken in pieces as they were folded on the deck. By this time the crew of the vessel were almost dead from exhaustion. They had been on deck all night long, and were almost dead from exhaustion, and were covered with the frozen spray. Several of the men were badly frost-bitten, and Captain Granzo, who had stuck to his post in the icy wire-rigging, keeping a look-out for shore, and giving orders to his brave men on deck, was in a pitiful condition. His nose, ears, fingers, and toes were frozen, and he was completely encased in ice. As his vessel drifted past South Chicago the captain saw that all hopes of making a harbour were gone, and he determined to put his vessel before the wind and beach her in the sand near Michigan City, Ind. The vessel struck the bar about seven miles from that town. She grounded on the bar, and the next moment a tremendous wave came down on her, sweeping her over the bar and drenching her with water from stem to stern. Another bar lay beyond, and the schooner struck again and was once more carried over by another wave which froze as it struck, and left the vessel little more than a mammoth iceberg. The schooner struck on the beach, but it is very sloping at this point, and the crew were still a long distance from shore. The yawl boat was lowered, but was immediately struck by a piece of ice and swamped. The tackle still held, and the boat was regained and the crew managed to crawl into her and make their way through the field of floating ice to the shore, where, almost dead from exposure, they were cared for by the villagers in the neighborhood. The men were in a terrible condition, and the medical force in the vicinity was kept busy in attending to the numerous frost-bites. Captain Granzo's were the most severe, his fingers being perfectly black. They were lanced, and it is hoped that his hands will be saved.

W. B. Dimick, of Buffalo, who has been to the stranded schooner Comanche, reports that 2,500 bushels of her cargo has been saved and 500 bushels slightly damaged.

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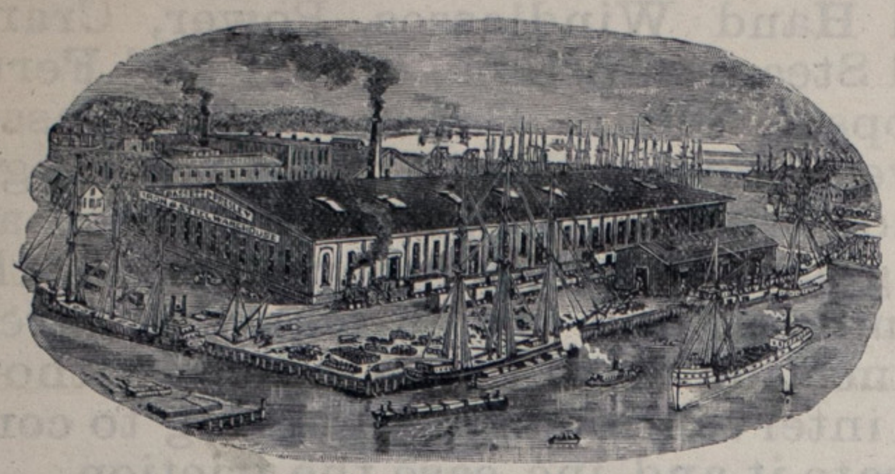

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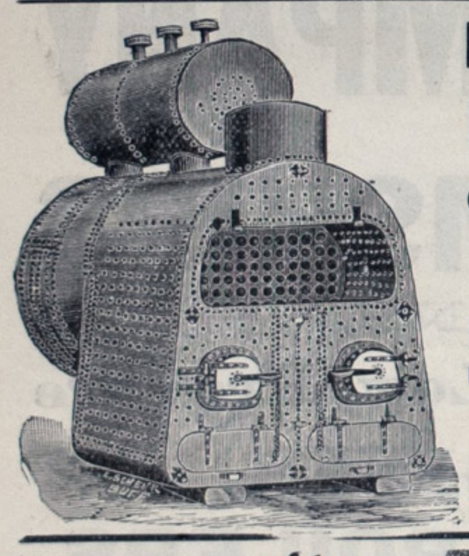

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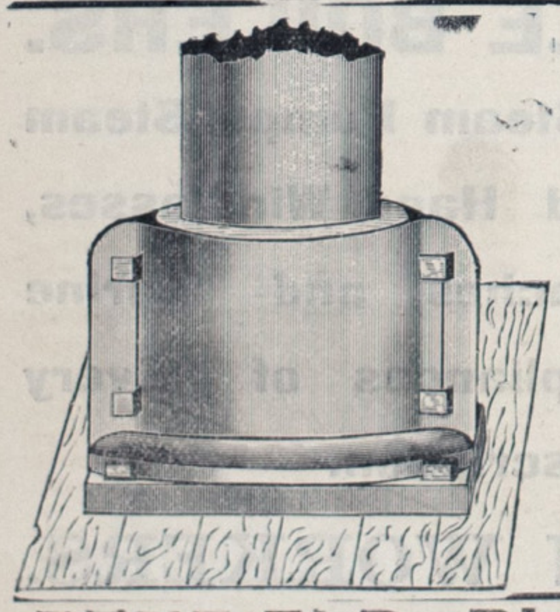

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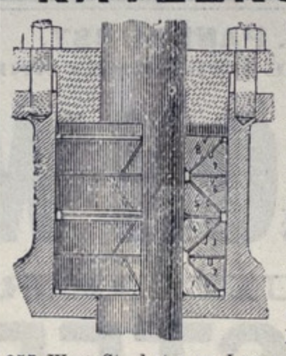

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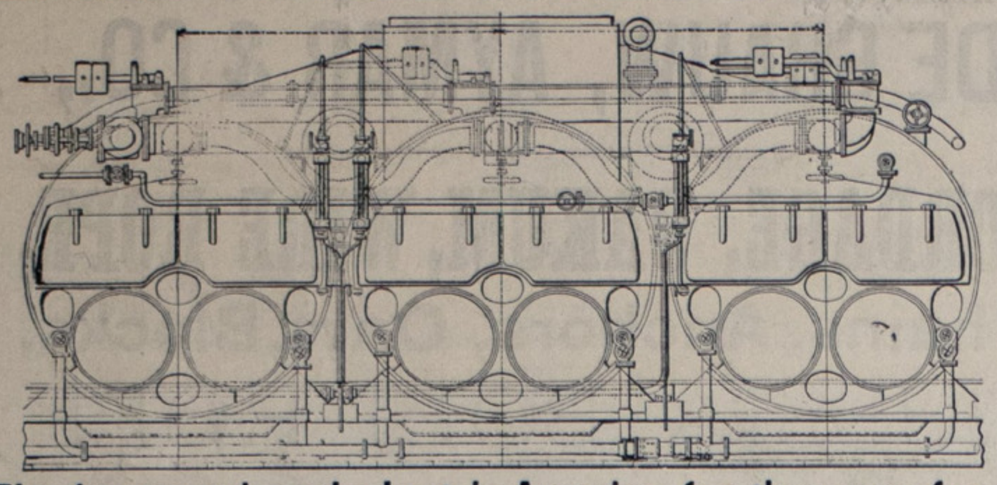

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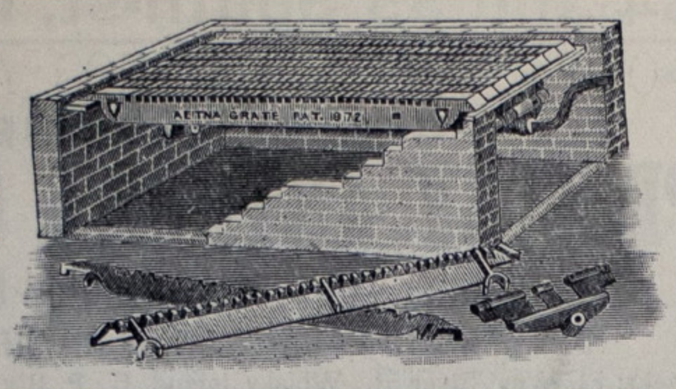

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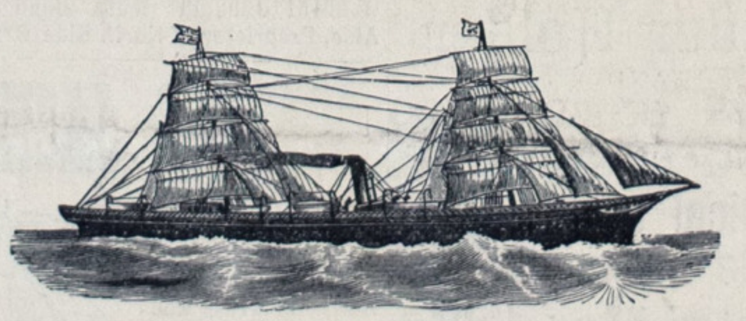

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